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THIS IS UNEVALUATED INFORMATION

1. Hungary exports several hundred "Ikarusz 30" autobuses yearly. [REDACTED]
2. This Budapest autobus factory works with the Czechoslovakian "Karosa" factory and there is a standing rivalry between the two. "Karosa" is a big body-making plant, located at Vysoké Mýto. Plant collaboration is conducted on the Hungarian side through the technical chief engineer, G. Meduna.
3. The Ikarusz 30 autobus has achieved a wide reputation notwithstanding that Hungary formerly had no large automobile industry. Evidence of its success is the fact that the Czechoslovakian CAD Company (National Czechoslovakian Autobus Transportation Company) is equipped with these Hungarian buses and continues to buy its new buses from Budapest. In this connection, information is that proposals for modernization and improvements in the Ikarusz 30 have recently been worked out in Czechoslovakia. There is a steady exchange of experience between Karosa--which is the largest factory of its kind in Czechoslovakia and has been engaged in the mass production of autobus bodies since 1951 and Ikarusz, through the commercial attache of the Hungarian Embassy in Prague.
4. Gyula Adonyi is the director of the central technological bureau in the Ikarusz works and the international success of the Ikarusz 30 is due in the first instance to his personal ability.

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5. The Ikarusz 30 autobus is manufactured in two models: one for city traffic and one for interurban traffic. The latter type has proved itself on the dangerous Czechoslovakian mountain roads. The city bus has two doors, for entrance and exit, and two-passenger seats. The interurban model has a luggage rack on top. The bus body is U-shaped in profile, of light steel construction. The floor is of light metal. The construction is of the so-called self-supporting type, which has the advantages of little waste space and a stronger more resistant and lighter car than previous types. The windows are of non-splintering "Ichor" glass. The body is welded. The fittings are of "Fredol" metal. The seats are mounted on springs on tubular supports. The seats, of the inclinable type, are of foam rubber, with washable leatheroid covers.
6. Both models of bus are provided with roof ventilation, which permits regulation of the air volume. The last window in the rear slides back. Both models are heated by the exhaust distribution system, which provides heat throughout the entire length of the bus. The heating is controlled by a lever beside the driver. The driver also controls the doors, which are opened and closed by compressed air.
7. The bus has a 84 hp "Gazpel" Diesel four-cylinder engine. The fuel consumption is correspondingly small. The bus has good climbing power. The engine block is made of "Stilmin," a light metal alloy, instead of cast iron. This material is said to be very strong, and makes the engine block much lighter. Repairs are easily and quickly made, which is an important item in countries where it is necessary to be as sparing of material as possible. The separated cylinder heads make possible savings in spare parts and time. A Gazpel Diesel engine weighs 390 kg. The engine, the connections and the driving gear form a complete unit.
8. The bus has hydraulic servo-brakes. The compressed air is delivered by a compressor driven by the engine. The bus body is supported fore and aft on strong semi-elliptical springs.
9. The Ikarusz 30 belongs to the category of small autobuses. In addition, the Ikarusz factory manufactures other types. One of these is a sprinkler truck of 5,500 liters capacity, which is used in Hungary as a water sprinkler. It is built on the same chassis as the autobus, and is equipped with pumps which can draw water from a well or reservoir. The national trading agencies have been authorized to offer this truck for export to the Near East, but only against highly valuable return deliveries. With a few changes it can be used as a tank or for wartime protection against gas attack.
10. Ikarusz has also developed its model 601 as an X-ray autobus for medical service, with an electric power unit in an attached trailer. This bus is being manufactured serially since the end of 1953 and can be offered for export.
11. The "Roimobil" is a new joint product of the Ikarusz works and the "Orvosi Készülékek Gyára" (X-Ray and Medical Equipment Manufactory). It is manufactured for use in heavy industry to test heavy castings which are untransportable and have to be tested on the spot. Mass production is supposed to have commenced in the last few weeks. It is also planned to export it, and authorized trade agencies have been advised to this effect, but its exportation will be allowed only against return deliveries of high-value products.

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12. A larger autobus, the "Ikarus 60" is not actually new, but has been overhauled and modernized in many details. It will be used in urban city traffic, as a military ambulance with hammocks, as an autobus for the air force and parachute troops, and also for export to the Arab East. This bus is a diesel powered six-cylinder 125 hp with a capacity of 27 seats and 40 standing passengers. The bus is 990 cm long, 250 cm wide, and 260 cm high. It is streamlined, and has two emergency exit doors. The other details of construction and equipment are similar to those of the Ikarus 30.

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